

**Amendments to the Specification:**

The following is a list of instructions, submitted in accordance with 37 C.F.R. § 1.121(b)(1), to replace certain paragraphs of the specification as-filed with the replacement paragraphs provided herein. As required, each paragraph to be replaced is unambiguously identified and the full text of each replacement paragraph is submitted with markings to show all the changes relative to the previous version of the paragraph.

On page 1 of the specification as-filed, please replace the paragraph bearing the header “2. Prior art” and constituting lines 11-21, with the following paragraph showing deletions and insertions:

The prior art provides different solutions for parking brakes and handbrakes. Parking brakes for motor vehicles in general act on the back ~~tyres~~ tires of the vehicle and are activated via a ~~sheated~~ sheathed cable. In general the parking brake is actuated by a hand lever. Since the operating of the parking brake partly needs a substantial effort, it is not operated as required by particularly elderly drivers. Therefore, on the one hand a safety risk occurs, since the vehicle could roll away while parking and on the other hand the use of the parking brake is ~~incomfortable~~ uncomfortable. Basically the same effect occurs--however in reduced amount--for the foot actuated parking brakes, also known in the prior art. To reduce this effort and to provide a comfortable operation of the parking brake, parking brakes are suggested in the prior art, which are for example driven by an electric motor instead manually.

On pages 1-2 of the specification as-filed, please replace the paragraph which begins at page 1, line 23 and ends at page 2, line 2, with the following paragraph showing deletions and insertions:

So the DE 198 18 339 C1 discloses a braking system in which the brakes are operated via a cable roll, driven by an electric motor. To this end, the ends of the braking cable assemblies of the back ~~tyres~~ tires are connected to the opposing sides of the circumference of the cable roll. During rotation of the cable roll, equal distances of both braking cables are simultaneously rolled up to the cable roll and thereby the back ~~tyres~~ tires are uniformly braked. It is a disadvantage to costly adjust the length of the braking cables, in order to guarantee a uniform operation of the brakes. In addition, the braking cables must be checked and adjusted regularly, as they are changed during use.